BookletChart™

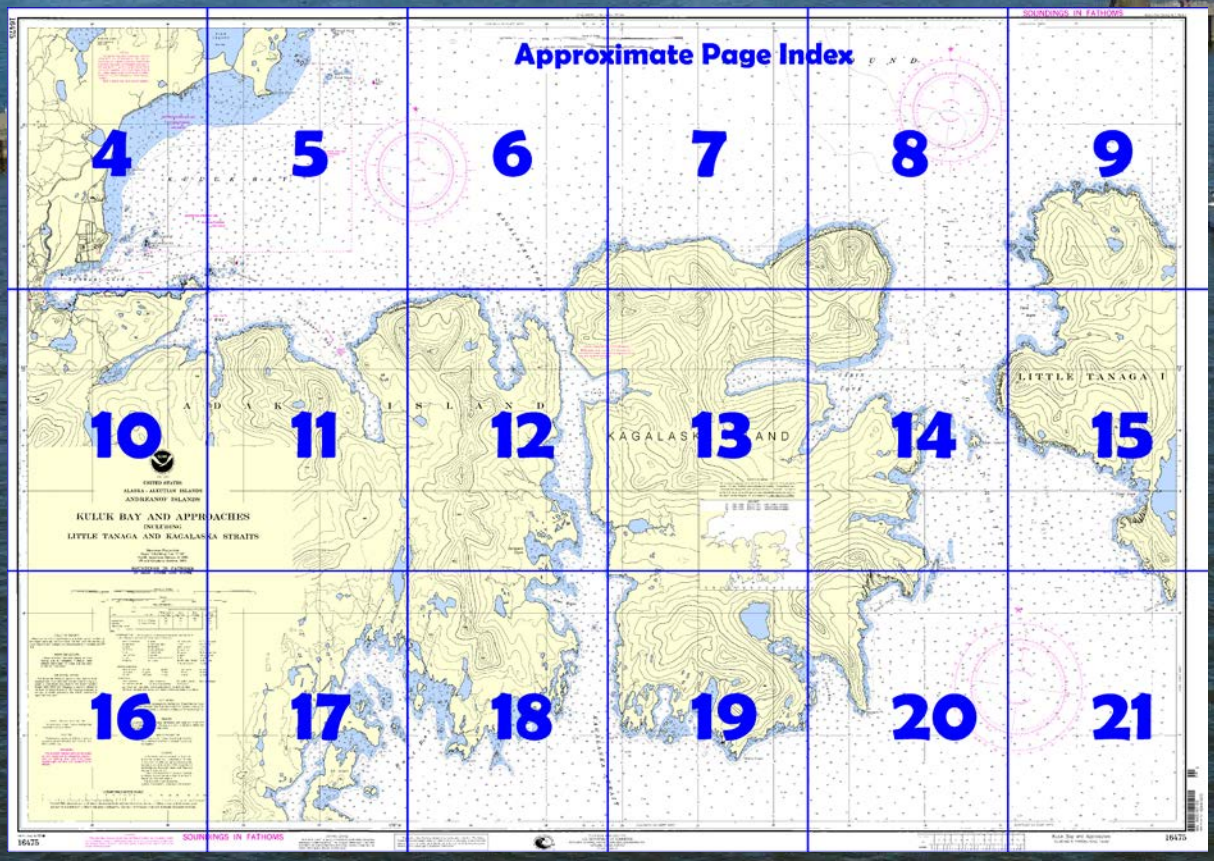
Kuluk Bay and Approaches – Including Little Tanaga and Kagalaska Straits

NOAA Chart 16475

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

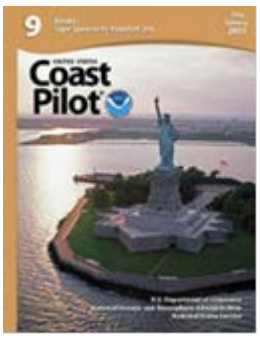
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16475.



(Selected Excerpts from Coast Pilot)
Little Tanaga Strait, between Little Tanaga and Kagalaska Islands, is about 7 miles long and at its narrowest point about 1.2 miles wide; however, the navigable channel between Little Tanaga and Silak Islands has a width at one point of less than 0.5 mile. Tidal currents attain a maximum velocity of 5 knots through the pass E of Silak Island, producing swirls and heavy tide rips N and S of the island. Heaviest rips observed in the middle of the pass 1 mile N of Silak Island. The waters W of Silak Island are foul except for a passage about 0.2 mile wide along the shore of Kagalaska Island, recommended only for small boats. Large vessels must pass E of Silak Island. **Rip Rock**, at the SE end of the strait, covered 1½ fathoms, is marked by breakers.
To pass through the strait from a position 2.8 miles 270° from Cape Chisak, make good a course of **000°**, keeping Silak Island a little on the port bow and heading for Tana Point on Little Tanaga Island. Hold the N course until abeam of Silak Island, then change to **330°** and pass through the channel. When abeam of Cemetery Point, a course of **000°** may be shaped to pass clear of the strait.
Piper Cove, on the W side of Little Tanaga Island, about 1.8 miles N of Cape Chisak, is open to the W and SW, but affords temporary anchorage for small vessels.
Tana Bight, an indentation on the W coast of Little Tanaga Island about 1 mile N of Tana Point, affords temporary anchorage for medium-sized vessels and fair shelter in S weather. The bottom is rocky and irregular. Currents in the bight are slight and usually flow in a direction opposite to that of the mainstream current through the strait.
Kagalaska Island, 8 miles long and 5 miles wide, is extremely rugged and mountainous; the highest peak, 2,331 feet, is in the NW part. The shores are, in general, steep and rocky except on the W coast, where they have a more gradual slope, becoming steeper inland. The S shore consists of jagged cliffs. The E and N coasts are also steep in many places. The brief stretches of sand or gravel beach are often backed by vertical cliffs. The coasts are generally clear except the S and SE coasts and part of the N coast, which are fringed by islets and detached rocks. Several lakes and streams are on the island.
Cabin Cove, opening into Little Tanaga Strait, is a two-armed bay which indents the E coast of Kagalaska Island for 2.5 miles. **Upper Arm**, 1.5 miles long and 0.5 miles wide, is bordered by steep, sloping hills on all sides; it is free of dangers. Approaching the entrance, the 10-fathom curve makes out from the N shore 200 yards, and 100 yards off the low gravel point on the N shore at the entrance. Anchorage can be had in 30 to 40 fathoms in the upper part of the arm. The shores are free of off-lying rocks and shoals. **Lower Arm**, 1 mile long with an entrance width of 800 yards, is smaller than Upper Arm, but most of it is suitable for anchorage. The surrounding terrain, especially at the head, rises in gentler slopes than in Upper Arm, but the summits are over 1,000 feet high. A stream flows into the head of the arm.
Crater Cove, on the E shore of Kagalaska Island and 1.7 miles N of Ragged Point, affords temporary anchorage in 30 fathoms, sand and gravel bottom. High bluffs and hills on the nearby shore provide good shelter from N and W winds.
Quail Bay, on the S coast of Kagalaska Island, is fringed by steep cliffs to E and W with many rocks along the beach. The bay is deep and clear of dangers to a point about 1.2 miles NW of Ragged Point. Temporary anchorage for small vessels may be had in 20 fathoms, sand bottom.
Kagalaska Strait separates Adak and Kagalaska Islands. Although narrow, it can be navigated by moderate-sized vessels without difficulty at or near slack water. An 8¾-fathom shoal is in midchannel 1.6 miles inside the S entrance. S winds with ebb currents cause heavy tide rips from the S entrance N as far as Adak Bight, and are apt to cause a vessel approaching from the S to yaw badly. Because of strong currents, rips and whirlpools are encountered in the narrow parts of the strait except at slack water.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 11° from the normal variation have been observed in Kagalaska Strait near the northern entrance.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 4.938" southward and 8.878" westward to agree with this chart.

Mercator Projection
Scale 1:30,000 at Lat. 51°50′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Imagery and Mapping Agency.

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

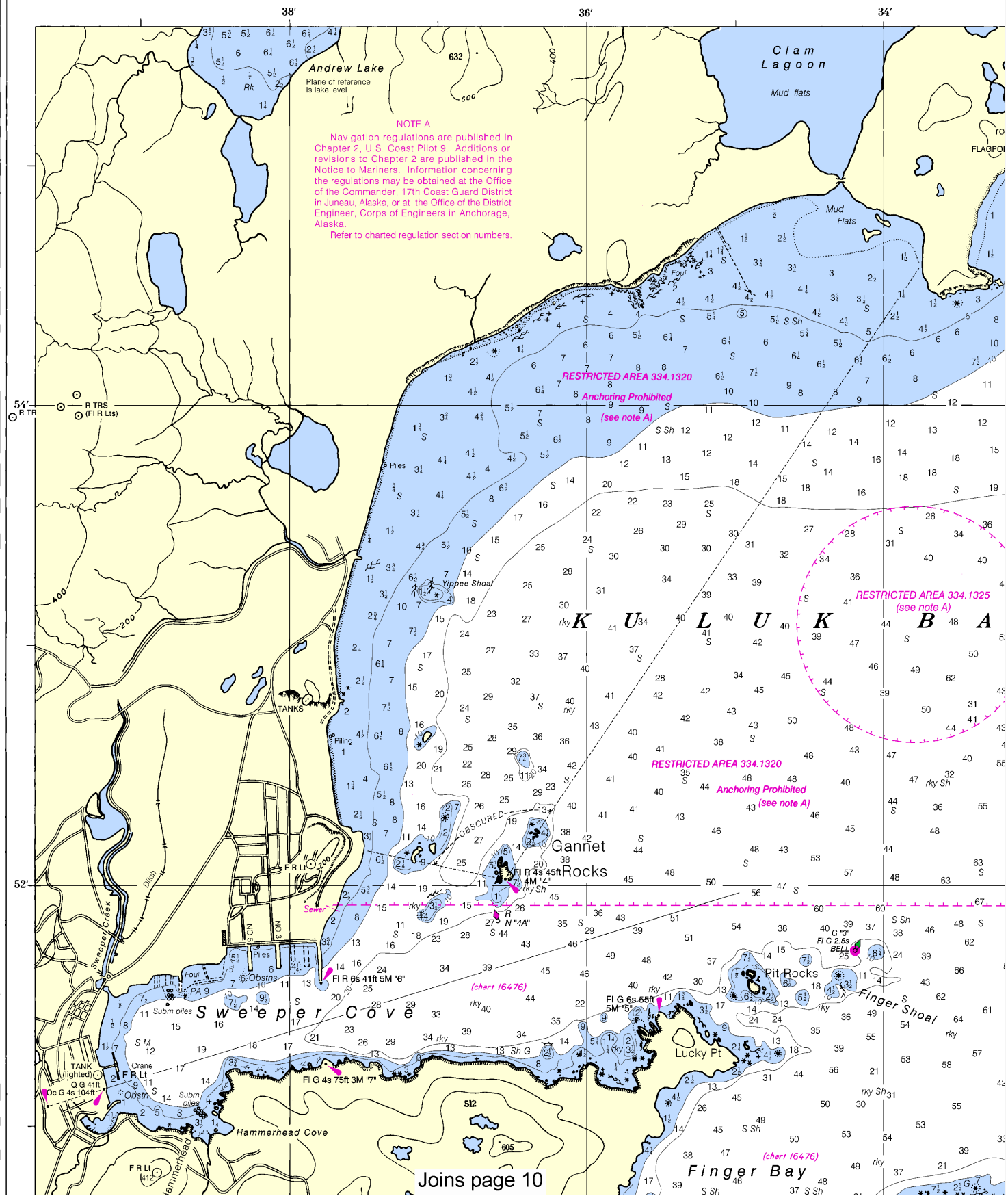
Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

Place Name	(Lat/Long)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Sweeper Cove	(51°51'N/176°39'W)	3.8	3.6	0.7	-3.5
Adak Bight	(51°46'N/176°26'W)	3.7		—	-3.5
Tide is chiefly Diurnal					



4

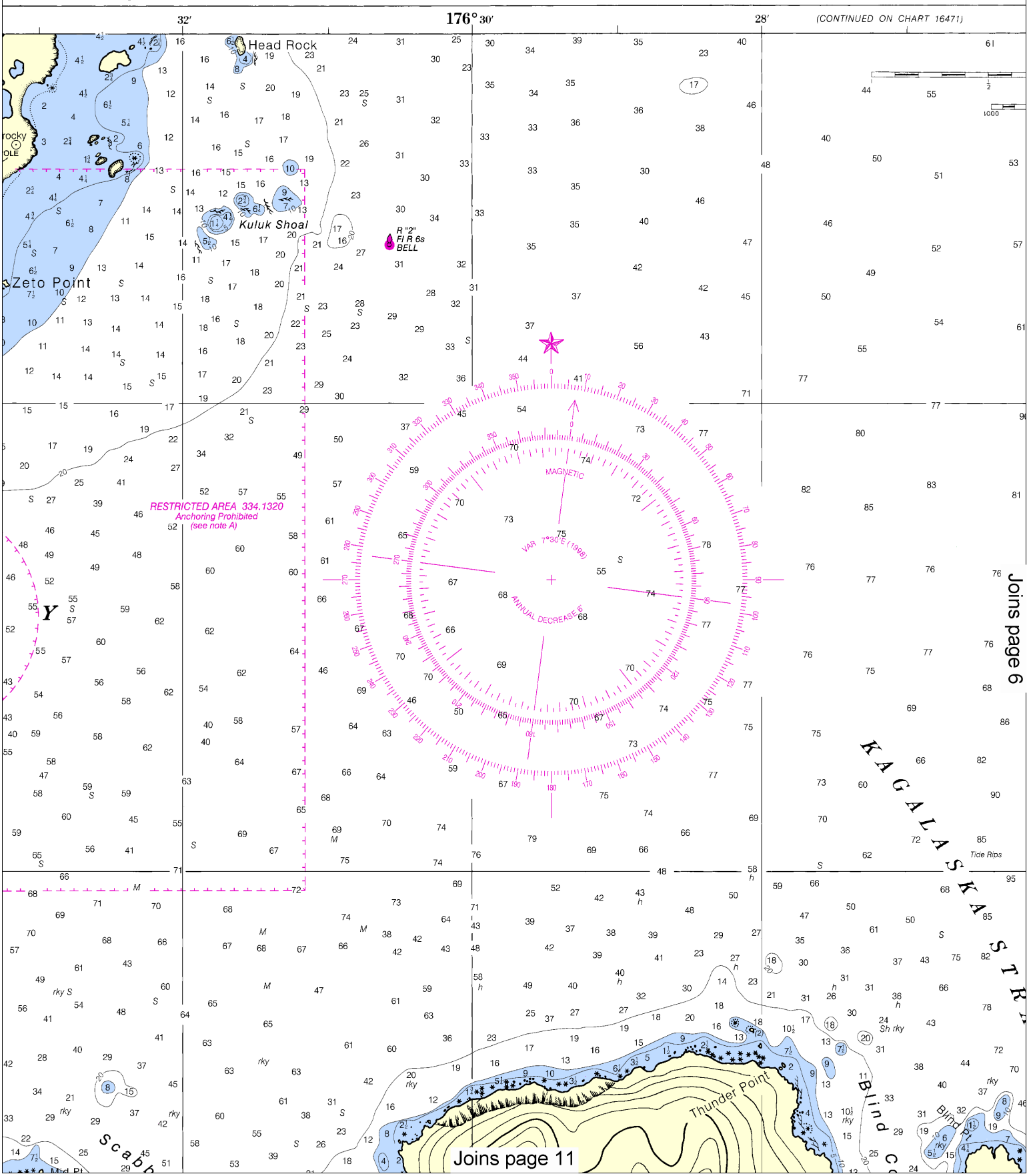
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

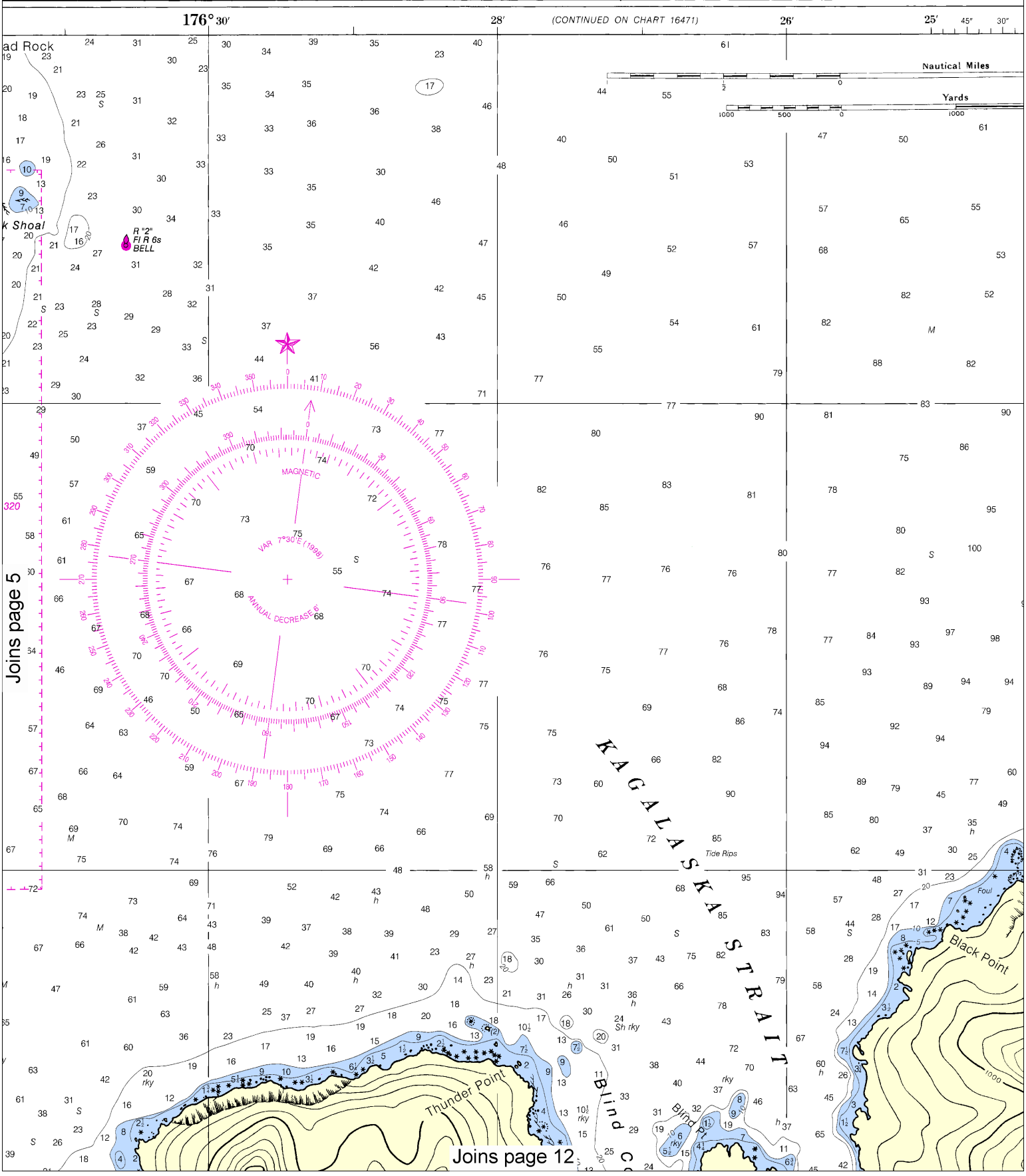
Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:40000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



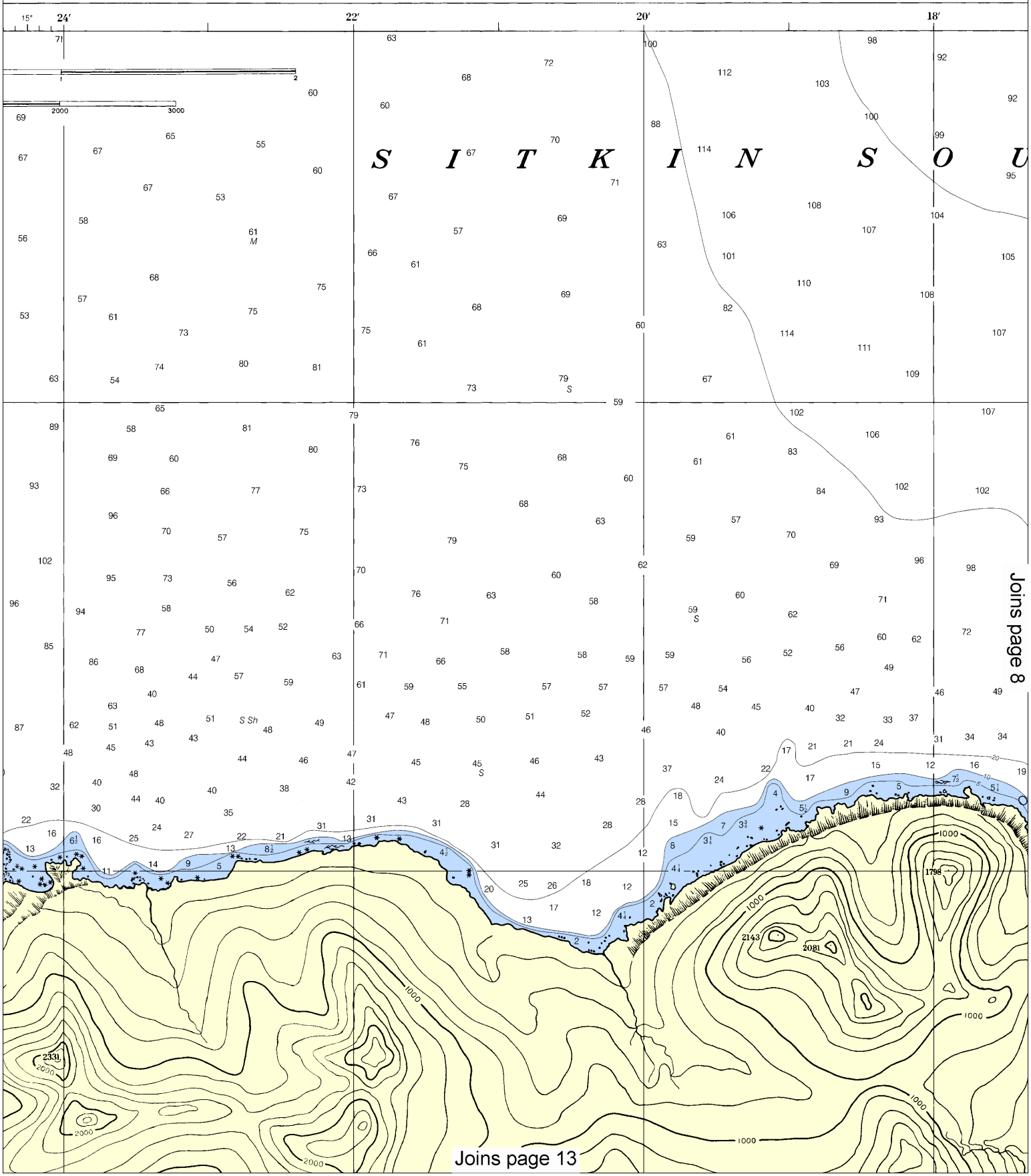
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

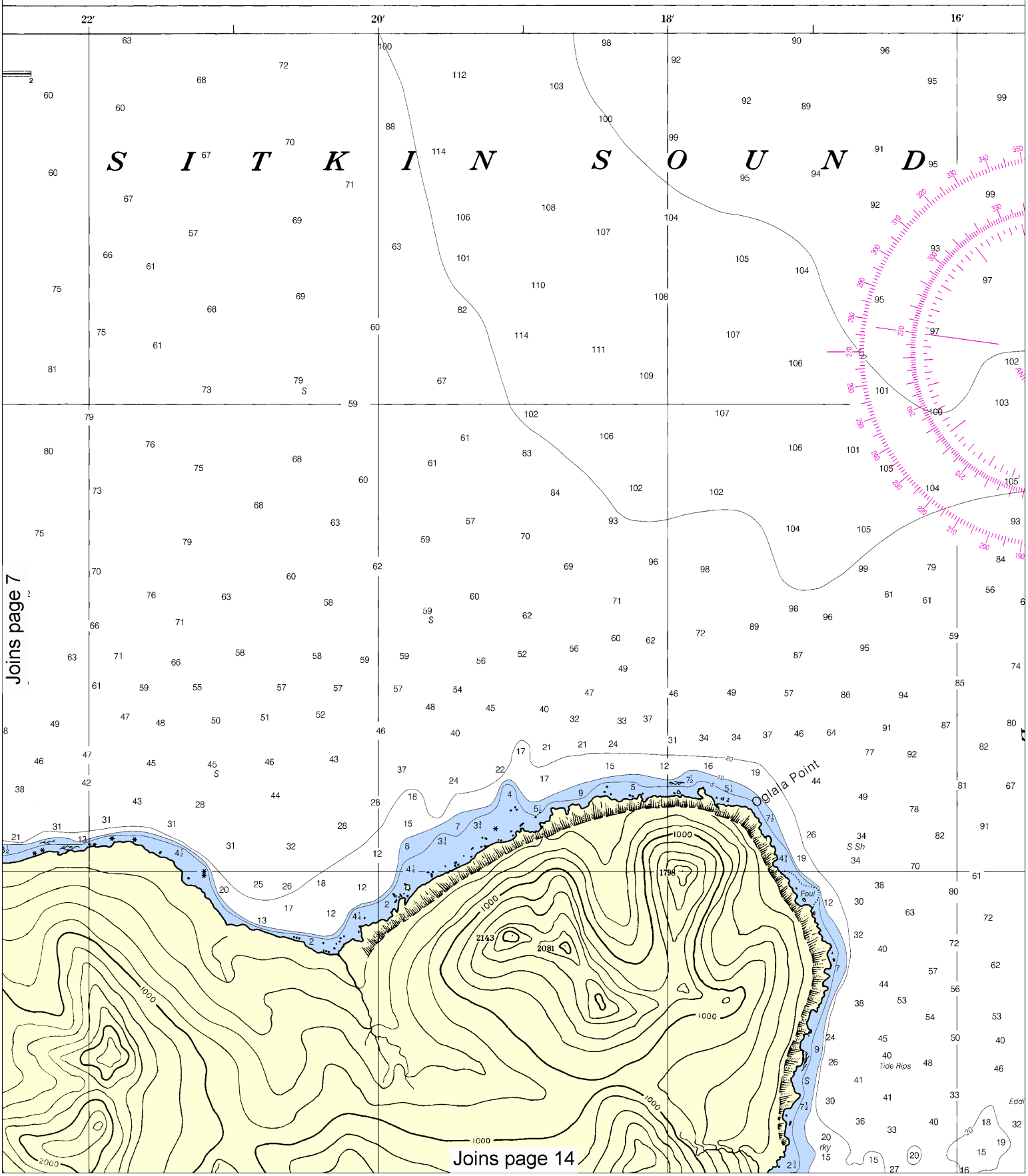
Yards: 1000 0 1000 2000 3000

See Note on page 5.

Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



8

Note: Chart grid lines are aligned with true north.

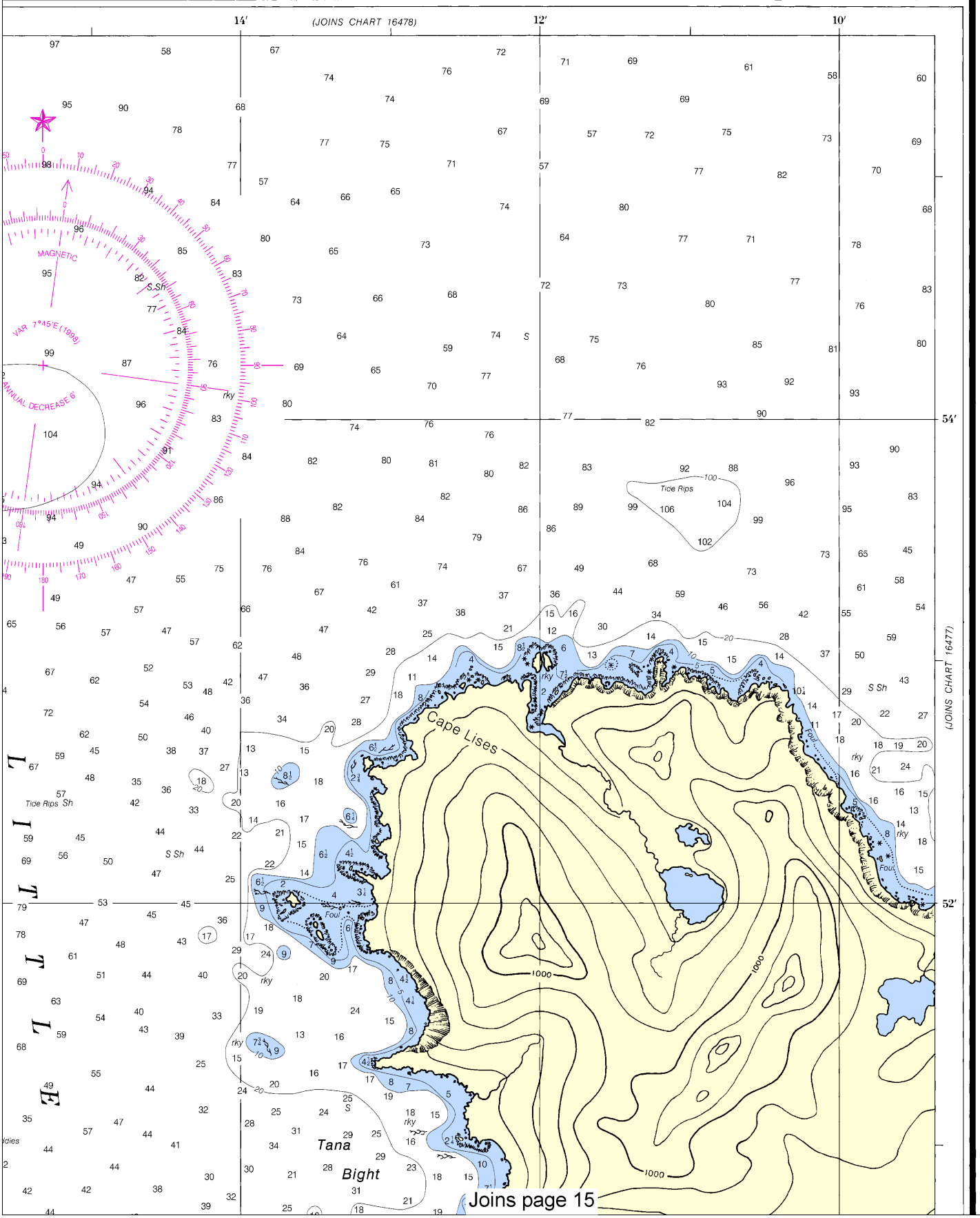
Printed at reduced scale. ~~SCALE 1:30,000~~

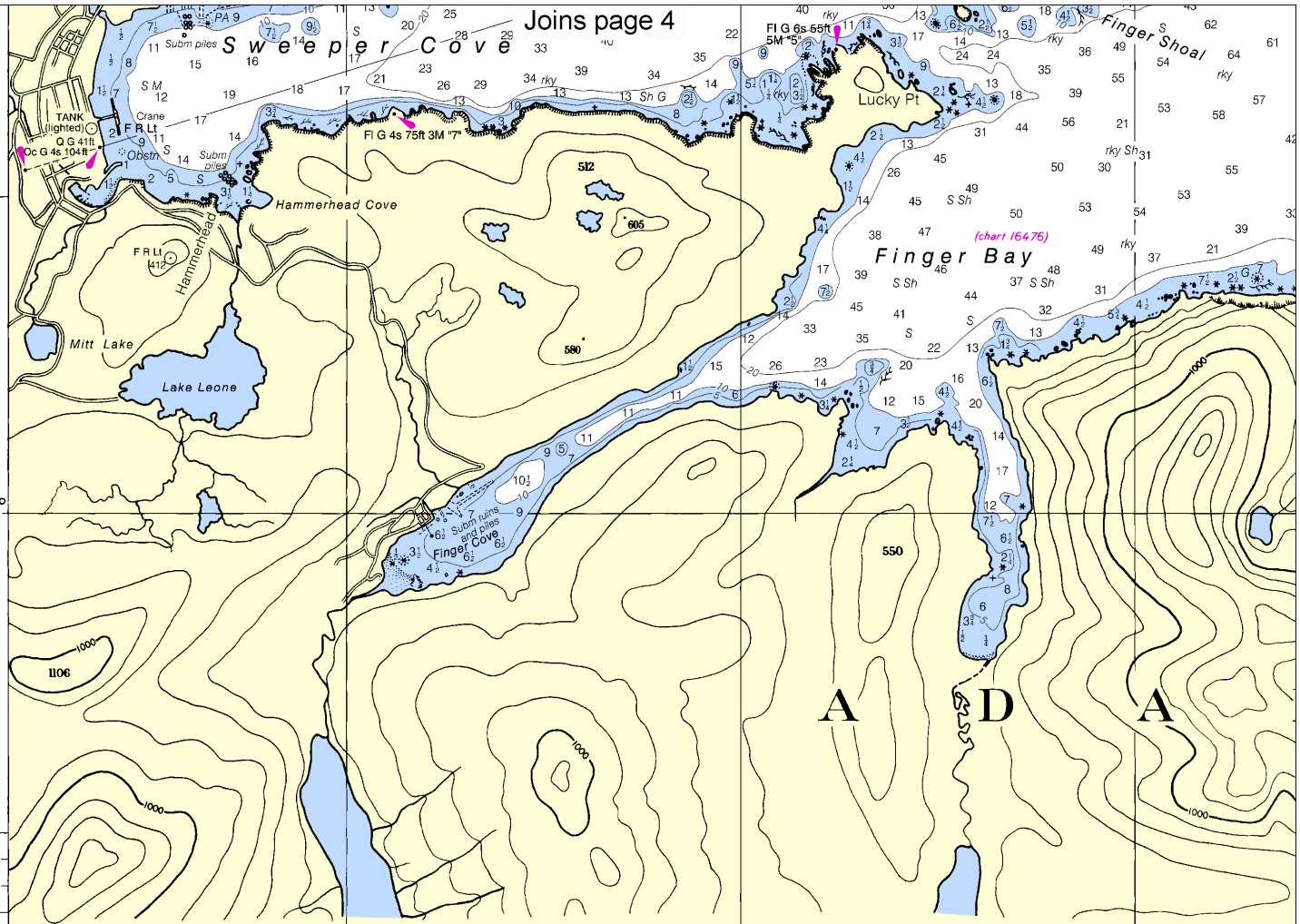
Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

SOUNDINGS IN FATHOMS





NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

ALASKA - ALEUTIAN ISLANDS

ANDREANOF ISLANDS

KULUK BAY AND APPROACHES

INCLUDING

LITTLE TANAGA AND KAGALASKA STRAITS

Mercator Projection
Scale 1:30,000 at Lat. 51°50′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Joins page 16

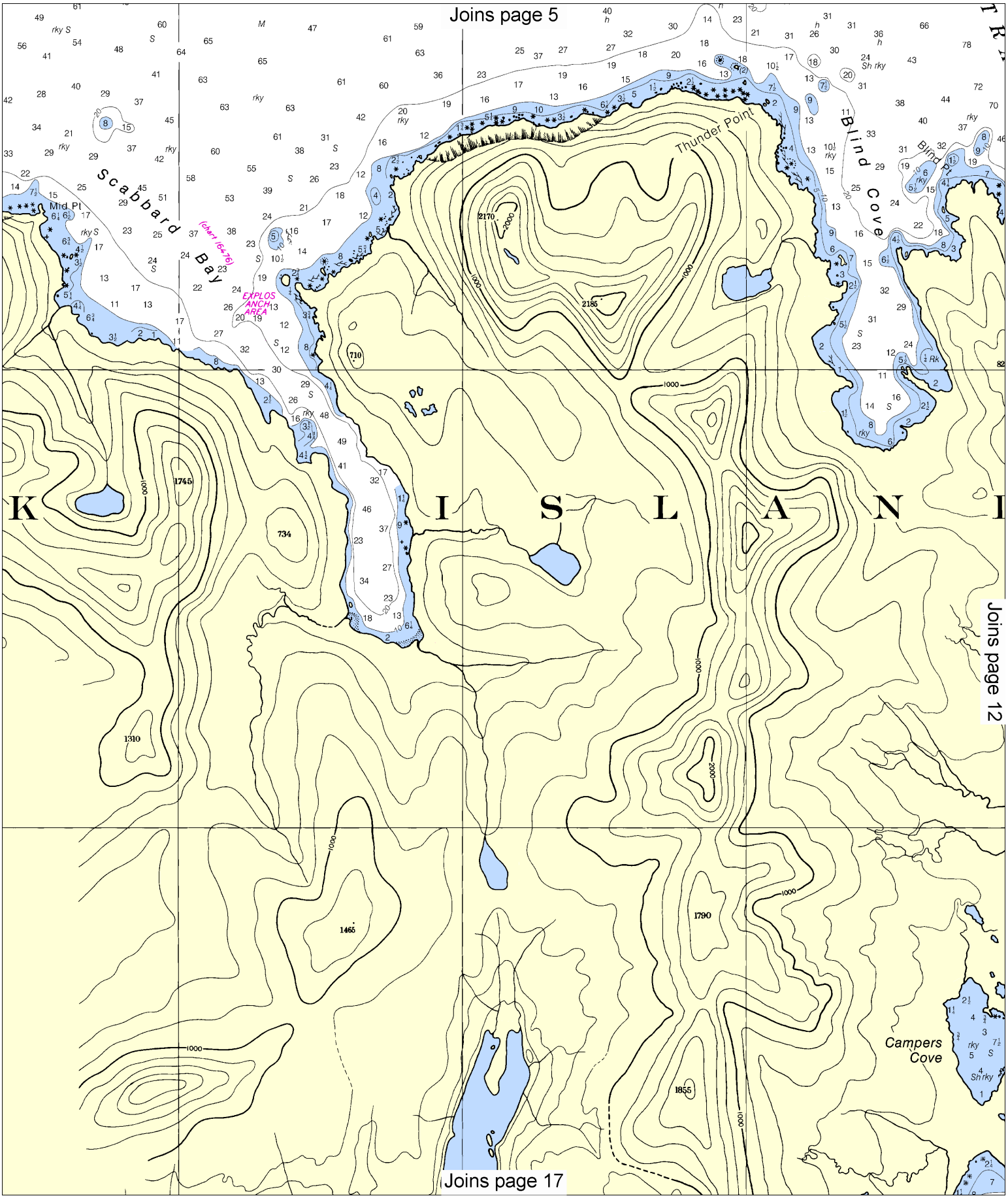
Note: Chart grid lines are aligned with true north.

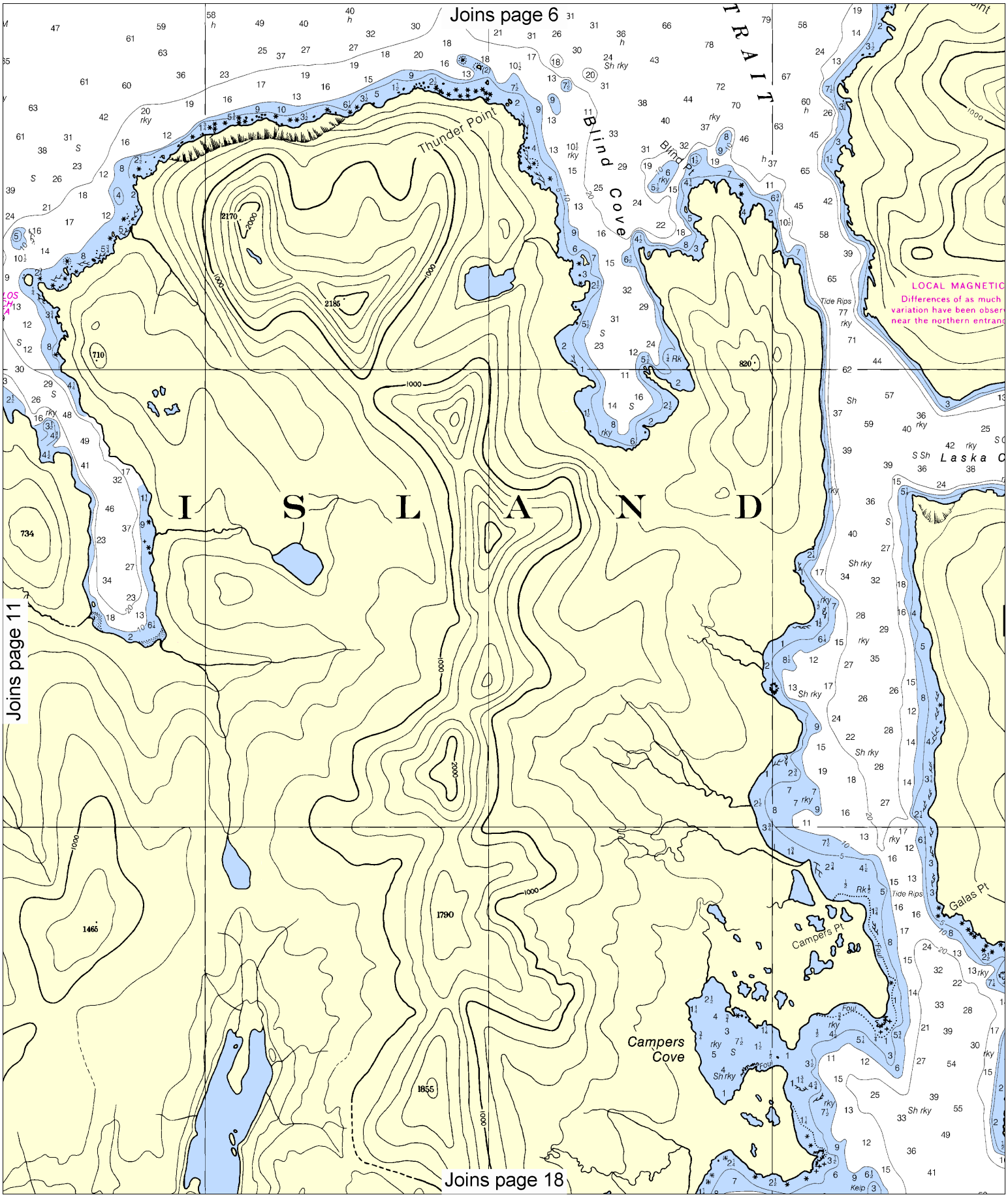
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.


Joins page 5
Thunder Point
Blind Cove
Blind Pt
Scabbard Bay
Mid Pt
EXPLOS ANCH AREA
(chart 16476)
2170
2185
710
734
1745
1310
1465
1790
1855
Campers Cove
Joins page 12
Joins page 17



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

Joins page 7

C DISTURBANCE
h as 11° from the normal
erved in Kagalaska Strait
nce.

KAGALASKA ISLAND

Upper Arm

Lower Arm

CABIN COVE

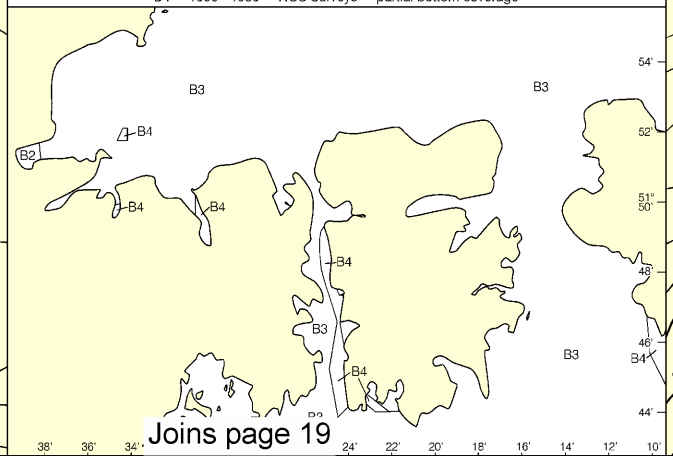
Cove

Joins page 14

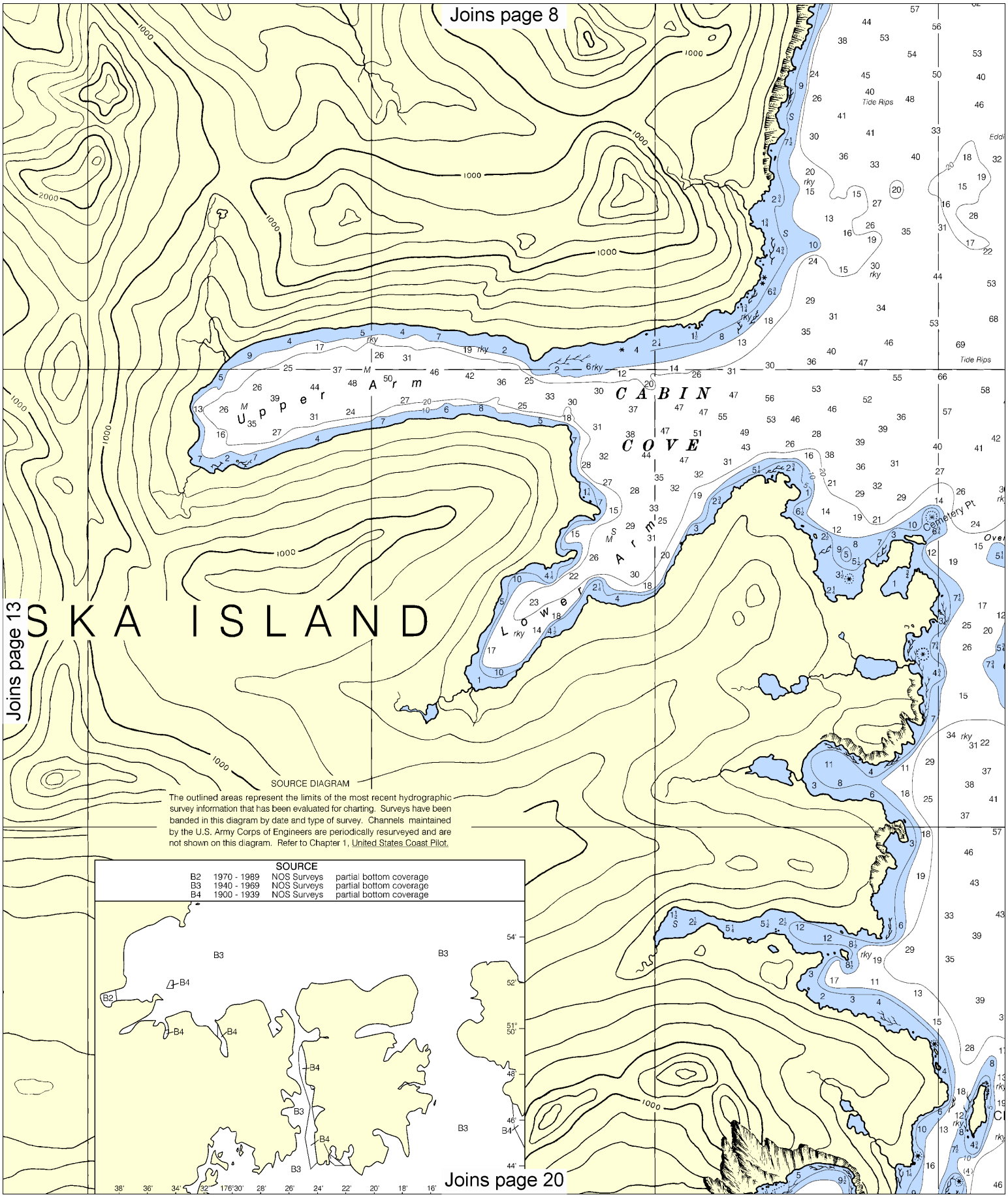
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage



Joins page 19



14

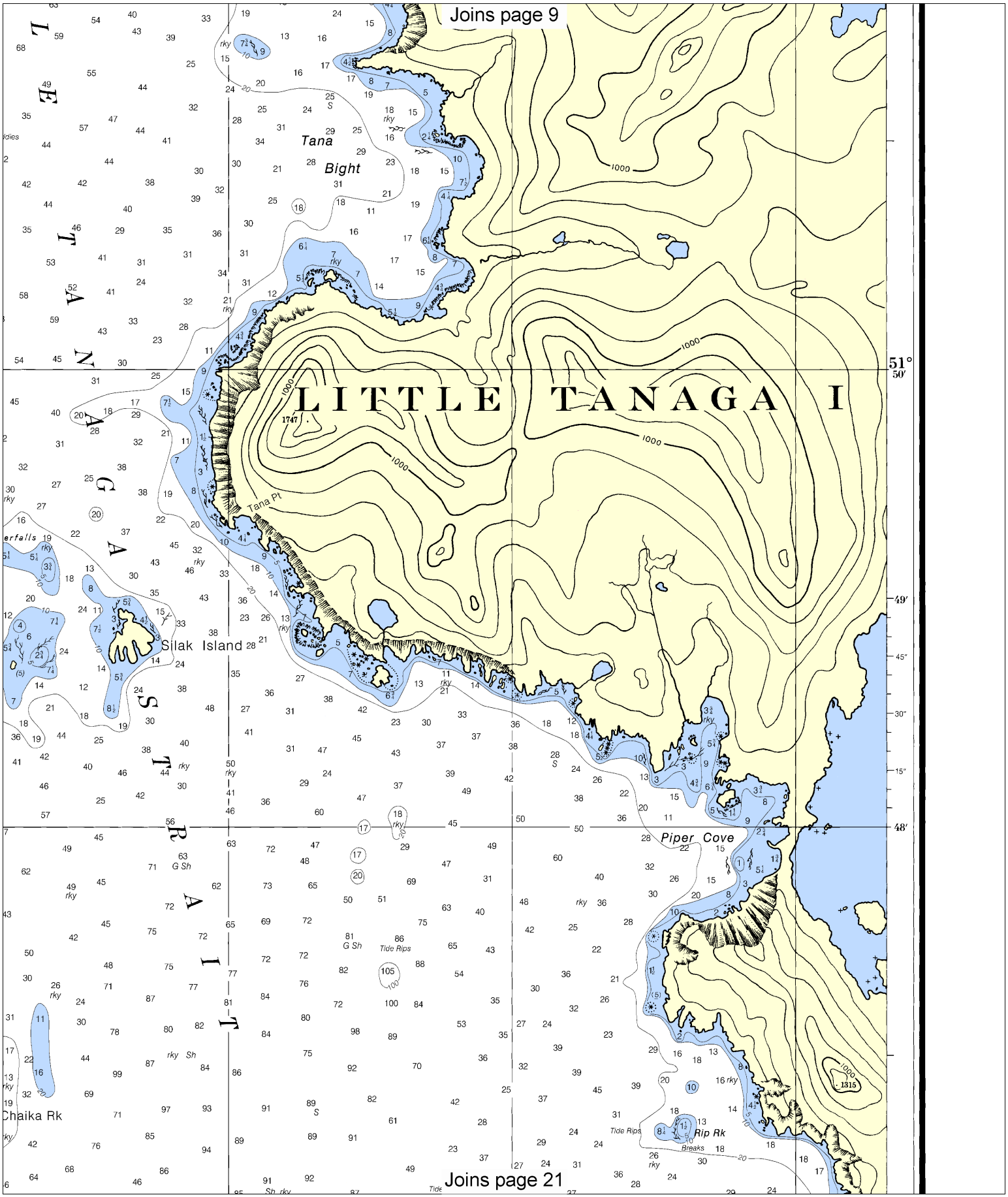
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.


Joins page 9
LITTLE TANAGA I
Tana Bight
Tana Pt
Silak Island
Piper Cove
Rip Rk
Tide Rips
Breaks
Chaika Rk
G Sh
Tide Rips
Joins page 21
51°
50′
49′
45″
30″
15″
48′
1000
1747
1315

LITTLE TANA Joins page 10 KAGALASKA STRAITS

Mercator Projection
Scale 1:30,000 at Lat. 51°50′
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Nautical Miles
1 ½ 0 1 2

Yards
1000 500 0 1000 2000 3000

TIDAL INFORMATION

Place Name	(Lat/Long)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
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Adak Bight	(51°46′N/176°26′W)	3.7		—	-3.5
Tide is chiefly Diurnal					

(298)

46′

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

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ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Imagery and Mapping Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

44′

CAUTION

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AIDS TO NAVIGATION

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WARNING

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CAUTION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

1090
1685 ⊙ 1000

38′ 36′ 34′

9th Ed., May 16/98 ■

16475

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

SOUNDINGS IN FATHOM

16

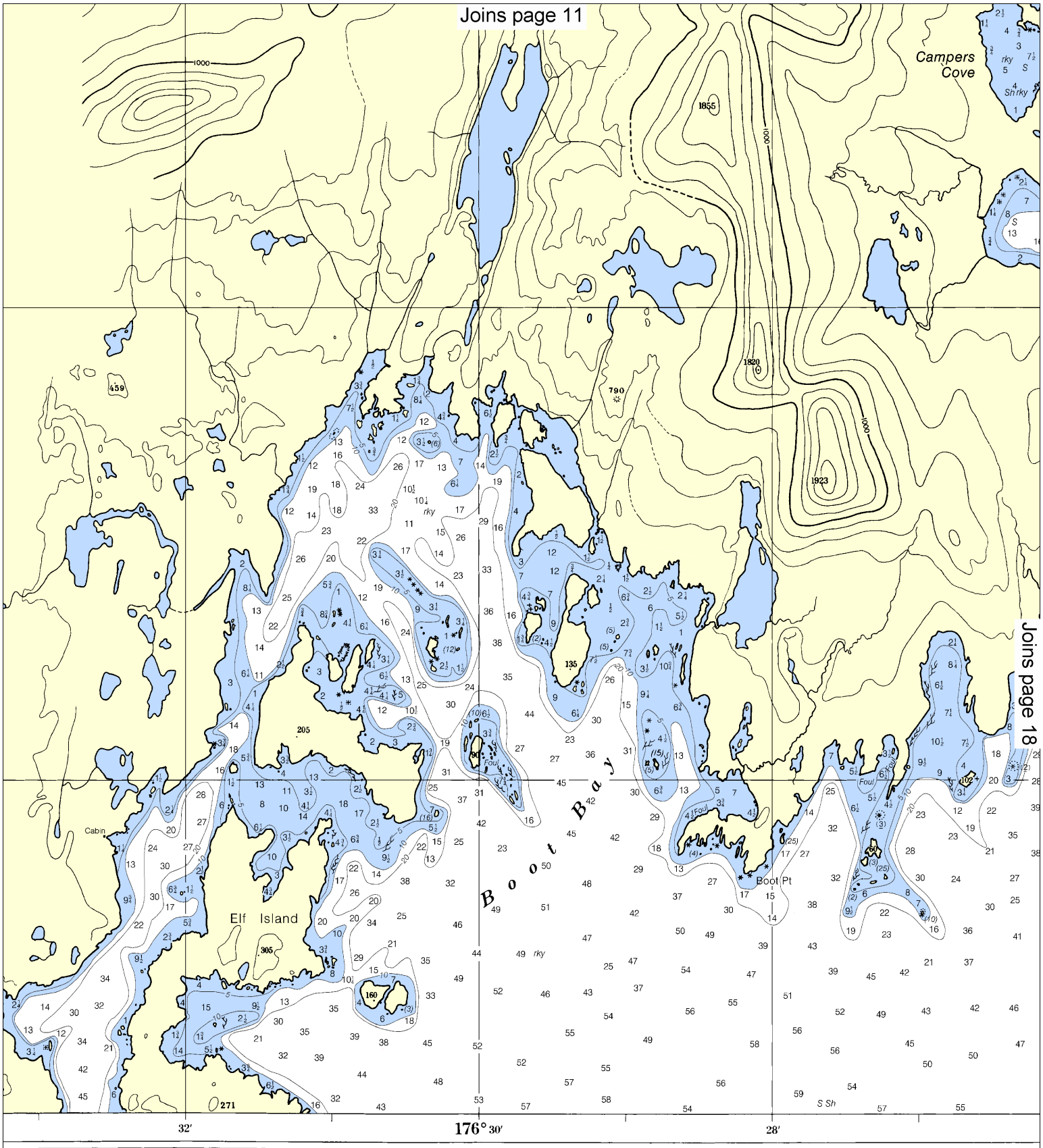
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles
1 0 1 2

Yards
1000 0 1000 2000 3000

See Note on page 5.

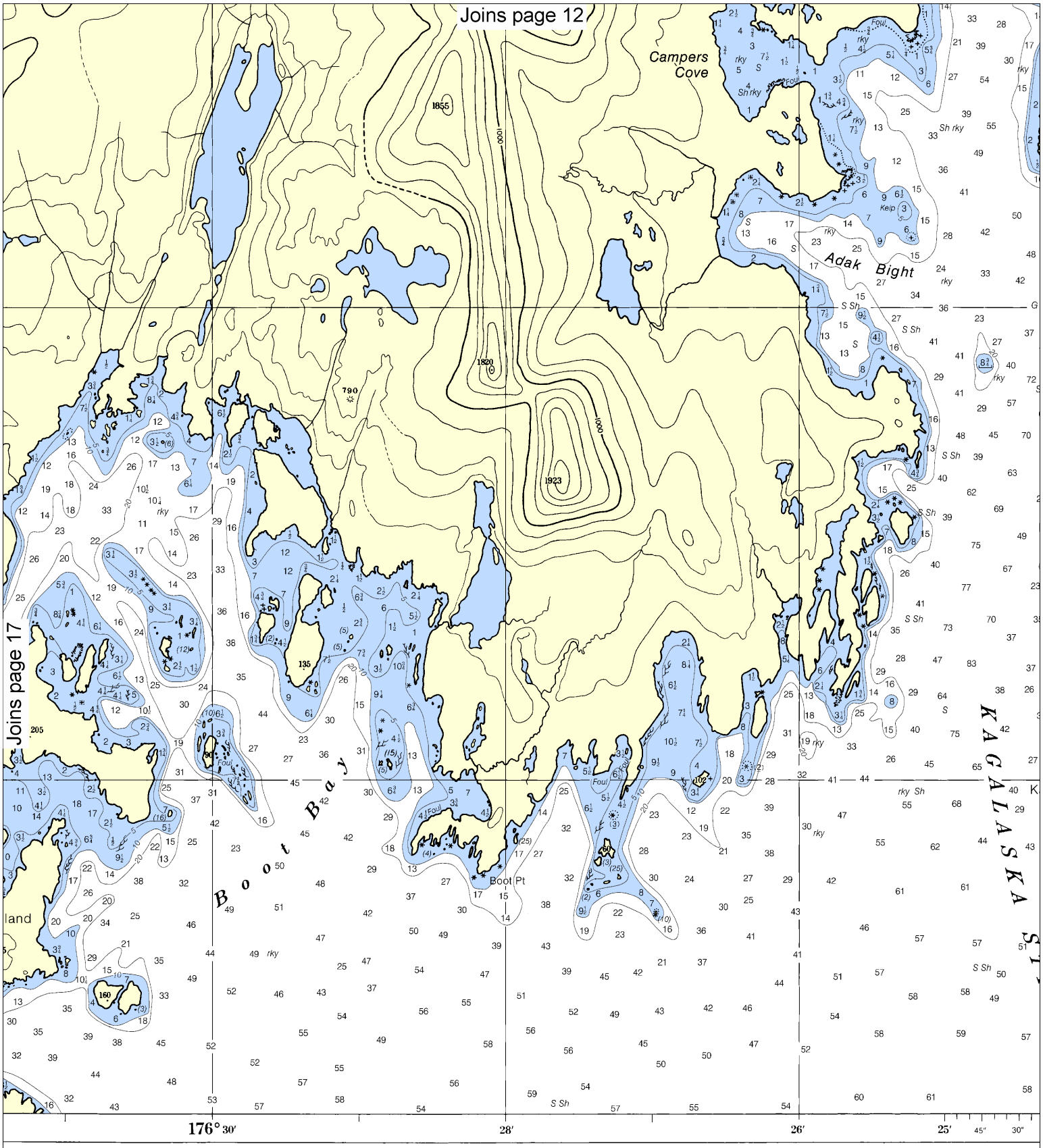


MS

UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS corrections subsequent to the date shown in the lower left hand corner is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



RVICE
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/CS2), National Ocean Service,
3282.

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Published at Wa
U.S. DEPARTMENT
NATIONAL OCEANIC AND ATM
NATIONAL OCE
COAST S

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Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

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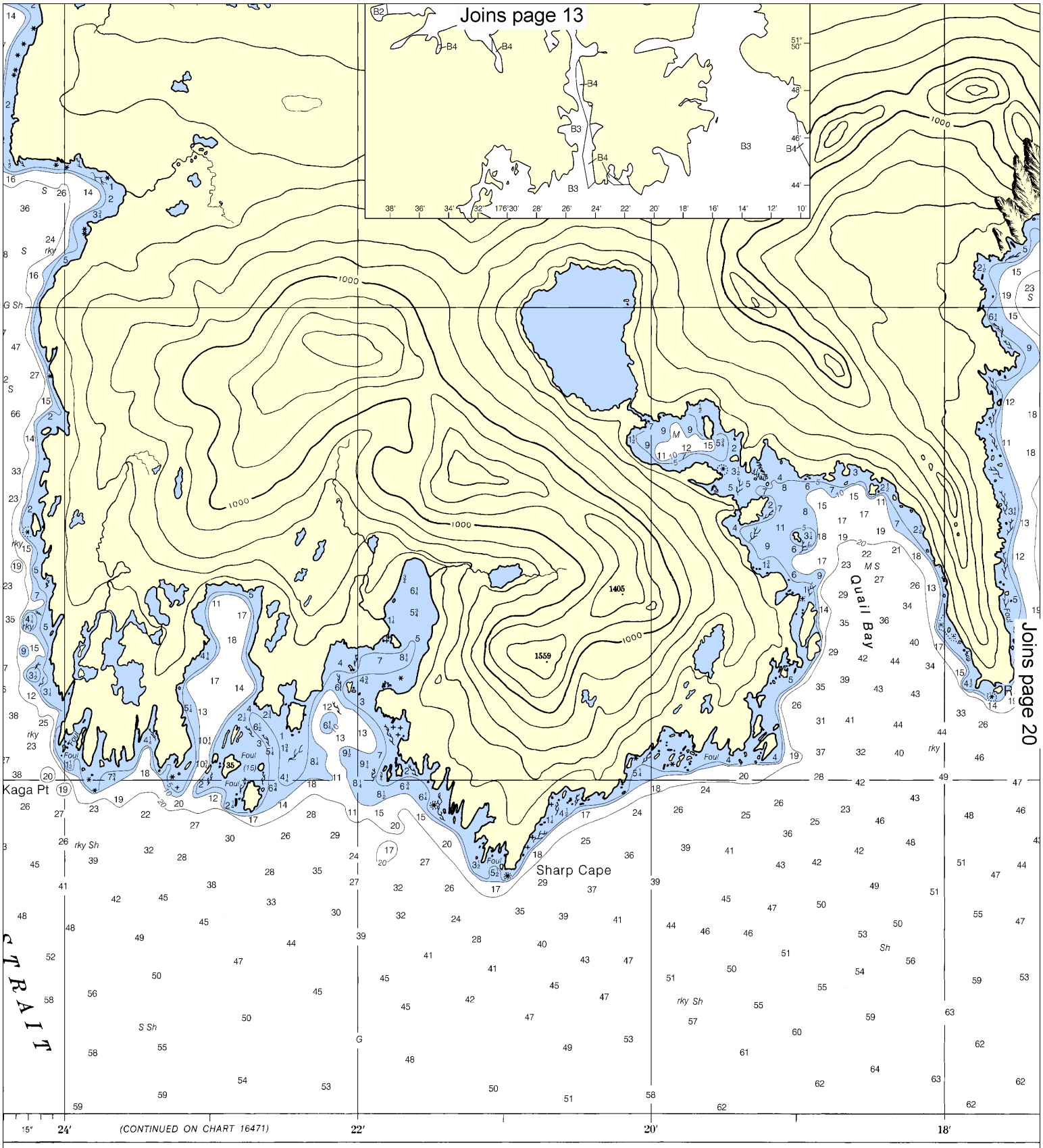
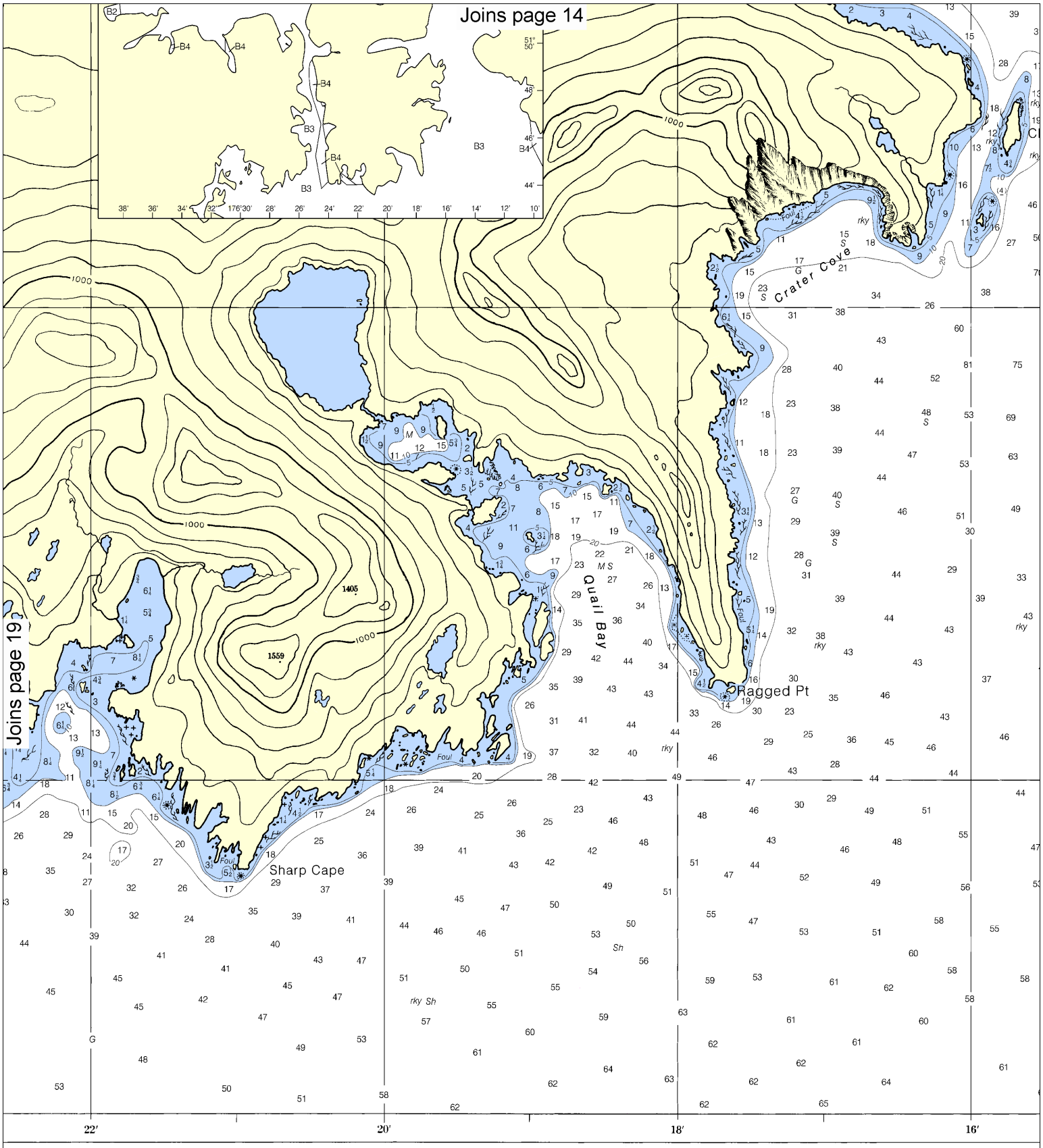


Washington, D.C.
NT OF COMMERCE
MOSPHERIC ADMINISTRATION
CEAN SERVICE
SURVEY



Note: Chart grid lines are aligned with true north.

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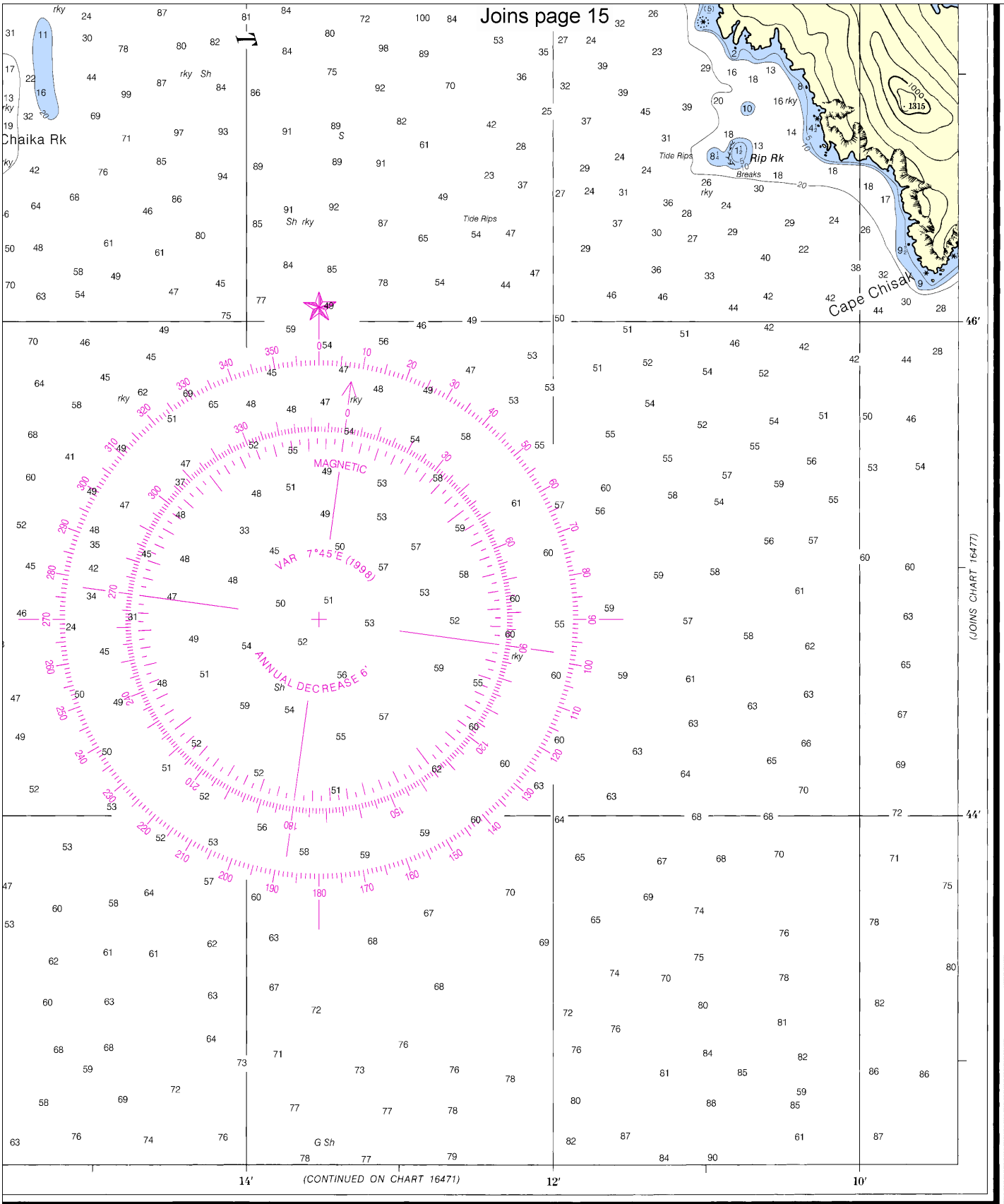
Yards: 1000 0 1000 2000 3000

See Note on page 5.



Kuluk Bay and Approaches

SOUNDINGS IN FATHOMS - SCALE 1:30,000

16475

ED NO. 9

NSN 7642014011255 NIMA STOCK NO. 16AHA16475

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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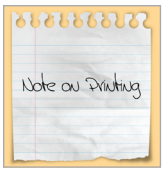

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